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# The China Mail.

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August 25, 1921, Temperature 77

ESTABLISHED 1845

Barometer 29.71

Rainfall 2.05 inch.

Humidity 93

August 25, 1920, Temperature 51

No. 18346

四拜禮

號五廿月八年一十二百九千一英

HONGKONG, THURSDAY, AUGUST 25, 1921.

日二十月七酉辛大歲年十國民華中

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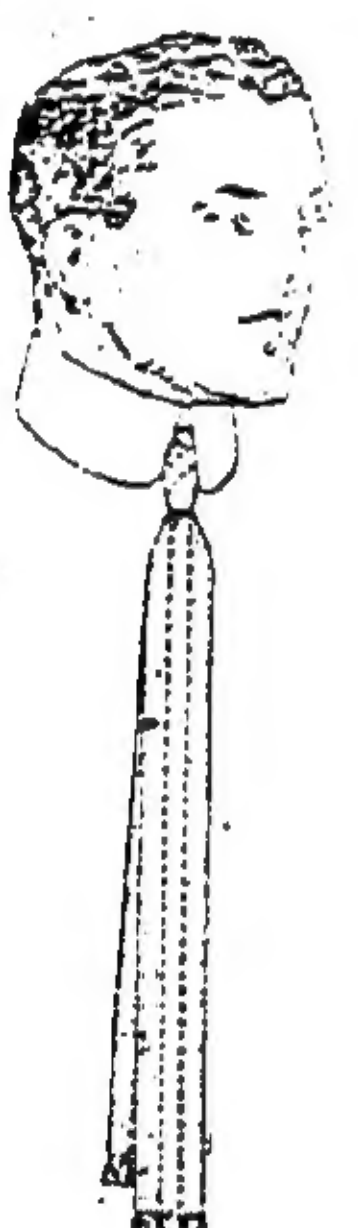
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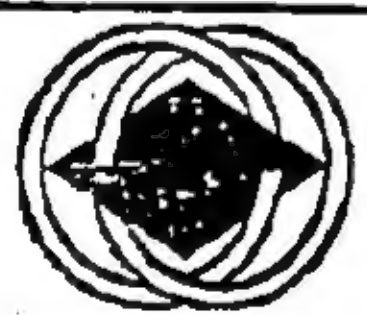
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## TO-DAY'S CABLES.

(Reader's Service to the China Mail)

### GIANT AIRSHIP EXPLODES.

R38 BURSTS INTO FLAMES OVER HULL.

ONLY SIX MEN ESCAPE.

CITY WATCHES FLAMING WRECK PLUNGE INTO RIVER.

LONDON, August 25.

The airship R38 exploded over Hull and fell in flames into the river.

[The R38 left Howden on Tuesday morning on a 2 hour flight, after which she was to proceed to Pulham prior to starting for America. There were 47 aboard, including 20 Americans. The R38 was to have started on Monday for America. Five American warships were to be stationed in the Atlantic, including a fuel ship, in addition to a flotilla of destroyers with meteorological officers wireless weather reports to the airship, which was to have wireless details of the voyage to Britain and America.]

THREE MEN ON ONE PARACHUTE.

Tugs and all kinds of craft went out to the wreckage. Ambulances conveyed the injured crew as they landed to the infirmary. Two dead bodies were found at 6.20 in the water.

Eye-witnesses declare that at least four men were seen to descend by parachutes, one carrying three men.

The explosions wrecked many shop fronts. The death toll is not yet known.

The captain of the vessel has been rescued.

AWFUL EXPLOSIONS.

LATER.

The airship R38, renamed the Z2, was cruising in fine style over the city of Hull at 5.45 in the evening when she was suddenly to break in twain. There were instantly two terrific explosions and the huge craft burst into flames and fell a wreck into the river Humber. Thousands of people in the city, awe-stricken, watched the terrible calamity. They were supplied by the awful explosions and scattered in all directions for shelter for fear of the falling wreckage which barely escaped the Victoria Pier. The burning parts belched forth dense columns of blue smoke extending hundreds of feet along the top of the warehouses in the city.

MONSTER'S BACK BREAKS.

A survivor named Bateman said that he was at the tail-end of the vessel photographing when the ship took a sharp turn to the right from the centre of the city towards the Humber, and one of the main girders of the ship failed to take the strain. The onlookers below then saw a huge cloud of black smoke burst from the rear of the airship, followed by a terrific explosion. The vessel's back appeared to have broken and the monster fell in flames over the city, but a turn towards the Humber carried the flaming mass into the river. Bateman hung on to the tail-end and alighted in the water. He was rescued by a tug.

There were 47 on board the airship, including 20 American passengers. At present it is believed that there are only six survivors.

COMMANDER BADLY INJURED.

Commander Wann was badly injured. It is stated that it was his skilful navigation when he realised the danger which averted the falling of the airship in the centre of the city. Consequently a far more terrible disaster might have happened.

Brigadier Edward Maitland, C.M.G., D.S.O., Senior Airship Officer, who took part in R34's Atlantic crossing in 1919, was on board and evidently perished.

A survivor declares that the airship was carrying out rudder tests at the time of the disaster.

WORLD'S AERIAL PRIDE.

TRIAL FLIGHT BEFORE ATTEMPTING ATLANTIC FLIGHT.

LONDON, August 25.

It transpires that the R38 was purchased by the United States Government. The Americans on board were officers and men of the United States Navy who were in training with a view to navigating the airship across the Atlantic after her tests.

The Admiralty designed the ill-fated airship which was the largest rigid machine constructed in Britain. She was intended to be the pioneer of her class but the construction of the others was cancelled. She had a length of 690 feet, a diameter of 85 feet, and a lifting capacity of 83 tons. She carried six Sunbeam Cossack engines, each of 350 horse power. Her normal crew was thirty. Her gas capacity was 300,000 cubic feet—larger than the biggest zeppelin. With a cruising capacity of 6,500 miles, she was regarded as the aerial pride of the world. She had been aloft at the time of the disaster 35 hours.

TERRIFIC THUNDERSTORM.

LATER.

The R38 behaved so admirably on the test voyage from Howden, Yorkshire, yesterday that the Captain continued the cruise. The airship was expected at Pulham Norfolk, late this evening. Storms accompanied the voyagers. There was a terrific thunderstorm early this morning. The tests were very successful. A wireless message later intimated that the Captain was staying aloft until the clouds lifted.

WIRELESS WONDERS.

TELEPHONE TALKS BETWEEN LONDON AND AUSTRALIA.

MARCONI'S HOPES FOR THE NEAR FUTURE.

LONDON, August 25.

An optimistic account of the wireless possibilities of the near future was given by Mr. Marconi today at the annual meeting of the Marconi Company. As a result of recent tests Mr. Marconi personally conducted in his yacht "Elektra," he holds the opinion that atmospheric difficulties have almost been mastered. He hopes shortly to create telephonic services with several foreign countries, subject to arrangements with the Post Office, also to create a direct wireless service between Britain and Australia, after which the question of providing Mr. Hughes with telephonic means of communicating with London will present little difficulty.

HOME CRICKET.

AUSTRALIANS' GOOD SCORE AT TAUNTON.

LONDON, August 25.

At Taunton the weather was dull. The wicket was excellent. There were 6,000 spectators. The Australians made 331 runs. Collins scored 101, including 12 fours. He gave four chances. Ryder made 124 not out. He scored seven fours during a game in which he gave no chances.

## THE DOLLAR.

To-day's closing rate 2/8 5/8

To-day's opening rate 2/8 7/8

## AIRSHIP DISASTER.

THE ATLANTIC FLIGHT.

ATTEMPTS ALREADY MADE.

In view of the fact that the R38, which met with terrible disaster over Hull yesterday evening, was to have left for America on Monday, it is interesting to recall a few particulars about the venturesome attempts to accomplish the Atlantic flight already made.

One of the first attempts to cross the Atlantic was made in a Short biplane by Major Wood and Captain Wyllie who hoped to win the Daily Mail £10,000 prize. They left Eastchurch for Ireland on March 18, 1919 but came down in the sea near Holyhead owing to engine trouble. Both aviators were rescued.

The next attempt was made by Mr. Harry Hawker, who was recently killed flying at Hendon, and Commander Grieve. They left St. John's, Newfoundland, in a Sopwith machine on May 18, and nothing was heard of them until the 25th, when a Danish steamer which had picked them up in mid-Atlantic after they had descended owing to a defect in their water pipe, arrived off the North of Scotland. The aviators had a great welcome on reaching London and the King decorated them with the Air Force Cross.

Shortly after this gallant effort Mr. Raynham attempted to follow in his Martinsyde, but the aeroplane fell and was wrecked.

On May 27, the N.C. 4 arrived at Lisbon, thus completing the first crossing of the Atlantic by air. On the 31st, Lieut. Commander A.C. Read in the N.C. 4 arrived at Plymouth from Lisbon and was met by British flying boats. The aviators were subsequently entertained in London.

THE FEAT ACCOMPLISHED.

On June 14 Captain John Alcock and Lieutenant Whitten Brown left St. John's Newfoundland, in their Vickers-Vimy-Rolls Royce, and landed in a fog at Clifden, County Galway, on the following morning, thus crossing the Atlantic direct in 16 hours 12 minutes, and winning the £10,000 prize offered by the Daily Mail. On the 20th Mr. Churchill presented the two aviators with the prize and announced the conferment upon them by the King of the K.B.E., with which they were invested at Windsor on the following day.

On July 2, the British Airship R34 (Major G. H. Scott) left East Fortune for her double trip across the Atlantic. Three days later after sighting Newfoundland, she ran into a violent electrical storm, and United States vessels were despatched to stand by. The following day with her fuel nearly expended the R34 landed safely at her destination at Mineola, Long Island, having flown 3,120 sea miles in just over 168 hours. On July 9, the return journey was started, and on the 13th the airship landed at Pulham, Norfolk, after flight of 75 hours 3 mins.

## RUDE ROGUES.

JAPANESE LADY PEPPERED.

That they entered a house in Anton Street and, after throwing pepper in her face, tried to overpower the Japanese lady who lived there was alleged against two Chinese presented before Magistrate Orme at the Police Court today.

One of the prisoners was a house coolie who, according to the evidence, went to answer the door when three knocks were heard and admitted two other men into the house. One of the intruders caught the lady by the throat while the other after smothering her face with pepper, tried to pin her hands behind her back. At her mother's direction the complainant's small daughter grabbed up a police whistle and blew it from the verandah. The three men then ran out of the house but later two of them were captured.

Questioned by the Magistrate, Inspector Blackman was unable to suggest any likely motive for the intrusion. The complainant, he said, was a tailress of moderate means.

One of the men was sentenced to six months' imprisonment and the other, one—the house coolie—was remanded until to-morrow.

Particulars are given in our advertisement columns of competitions to be held by the Royal Hongkong Golf Club over the Happy Valley course on Sunday next on the occasion of the opening of the new club house.

## BUSINESS NOTICES

## MACKINTOSH'S

ANNUAL  
SUMMER

# SALE

COMMENCES AUG. 27th.

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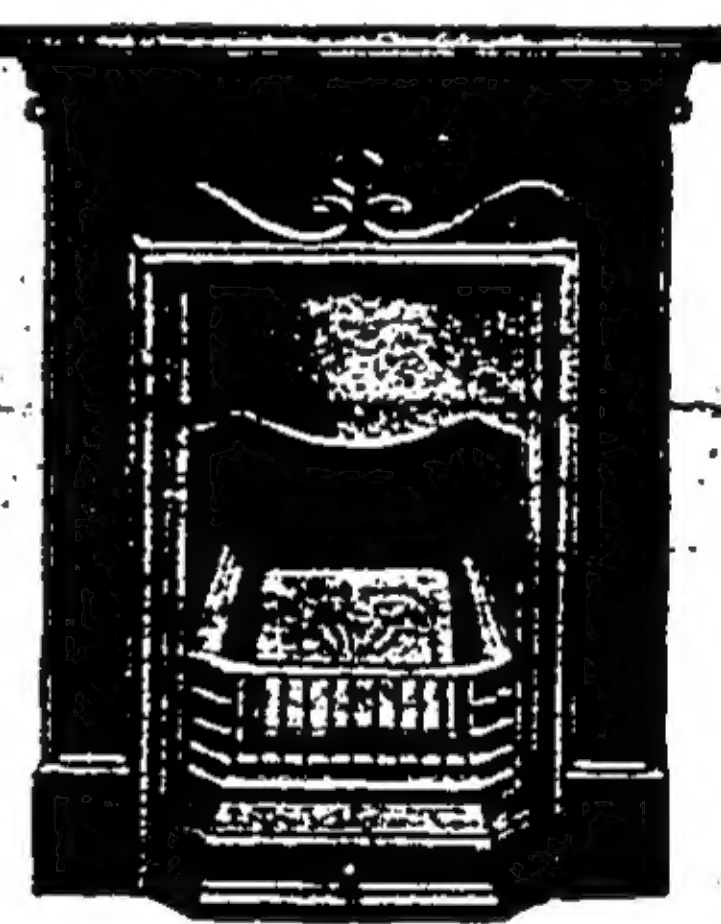
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BOLS GENEVA & BOLS DRY GIN.

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Sailings: To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only). From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Toot, Oost &amp; Sox, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON.

FOR NEW YORK VIA SUEZ.

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S.S. "PIERRE".....Sailing in the middle of October.

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Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

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S.S. "UMONA".....Sailing the beginning of Sept.  
S.S. "UMVOLONT".....Sailing on or about 30th Sept.  
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to:-  
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

ALASKA MARU.....Thursday, 8th Sept.

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Passenger Service.

SEATTLE MARU.....Friday, 21st Oct.

BOMBAY &amp; COLOMBO—Regular fortnightly service via SINGAPORE.

GANES MARU.....Friday, 20th August.

PEIING MARU.....Saturday, 10th Sept.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular Monthly service.

BUSU MARU.....Thursday, 1st Sept.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Japan.

Direct—Regular fortnightly passenger service touching at intermediate ports in Japan, taking cargo to OVERLAND PORTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

AFRICA MARU.....Thursday, 1st Sept.

HAWAII MARU.....Thursday, 1st Sept.

NEW YORK via PANAMA.....Wednesday, 14th Sept.

AMUR MARU.....Wednesday, 14th Sept.

HAMBURG MARU.....Saturday, 3rd Sept.

JAPAN PORTS—Shanghai, Kobe &amp; Yokohama.

CHOSSEN MARU (Kobe direct).....Thursday, 1st Sept.

BURMA MARU.....Monday, 3rd October.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. Wharf near the Harbour Office.

AMAKUSA MARU.....Saturday, 27th August.

RAIJO MARU.....Sunday, 28th August.

TAKAO via SWATOW &amp; AMOY.....Thursday, 9th September.

SOSU MARU.....Thursday, 9th September.

For sailing dates and further particulars please apply to:-  
Y. YASUDA, Manager, No. 1, Queen's Road, Hongkong.

Tel. No. 744 and 745.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

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SAILINGS FROM HONGKONG.

"ATREUS".....Via Suez Canal.....29th August.

"CITY OF CANTON".....Via Suez Canal.....24th September.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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For freight and particulars apply to:-

BUTTERFIELD &amp; SWIRE, THE BANK LINE, LD., HONGKONG

HONGKONG &amp; CANTON REISS &amp; CO., CANTON.

Telephone No. 2207.

111/Compass Road Central.

"VICTORIA".....27th August.

For Freight and Passage, apply to:-

THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents, 111/Compass Road Central.

Telephone No. 2207.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR AMOY AND SHANGHAI.....Sailing on Aug. 25, at 10 a.m.

SHANGHAI AND SINGAPORE.....Sailing on Aug. 25, at 10 a.m.

SWATOW AND SINGAPORE.....Sailing on Aug. 25, at 10 a.m.

WRIHAIWEI, CHEFOO, NEWCHWANG &amp; TIENTSIN.....Sailing on Aug. 29, at Noon.

SHANGHAI.....Sailing on Aug. 29, at 3 p.m.

SWATOW AND BANGKOK.....Sailing on Aug. 30, at 4 p.m.

SHANGHAI.....Sailing on Sept. 1, at 9 a.m.

HOIHOW, PAKHOI &amp; HAIPHONG.....Sailing on Sept. 1, at Noon.

SHANGHAI.....Sailing on Sept. 3, at 4 p.m.

SHANGHAI &amp; TIENTSIN.....Sailing on Sept. 3, at 4 p.m.

SILK ROAD LINE—PASSENGERS, MAIL AND CARGO. Excellent accommodation, electric fans in Saloon and State Room. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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S.S. "KEYSTONE STATE".....Sailing on Aug. 30th.

FOR MANILA.....Sailing on Sept. 10th.

S.S. "KEYSTONE STATE".....Sailing on Sept. 30th.

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE".....Sailing on Oct. 2nd.

PASSENGER &amp; FREIGHT SERVICE.

For TRIESTE &amp; HAMBURG.....Sailing on Sept. 12th.

FOR PORTLAND DIRECT.

S.S. "ABERCO".....Sailing on Aug. 23th.

Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to:-

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Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions.

## SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

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REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Power in Saloons and State Rooms. Excellent Cuisine.

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SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to:-

DOUGLAS LAPRAIK &amp; Co.

General Manager.







## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

"WHEN ARE THE BRITISH COMING?"

DAILY PRAYER OF MILLIONS IN STARVING RUSSIA.

HORRORS IN THE BIG TOWNS.

LONDON, August 24.

An Englishman for many years resident in Astrakhan arrived in London to-day after several months' journey from Astrakhan. Shown the *Senshadabad*'s message cabled yesterday he said that the burning of Astrakhan was in no way improbable. The situation in Russia could not be realised by outsiders. The outlook was becoming worse daily. The peasants had ceased to cultivate the soil and the scarcity in the grain areas was greater even than in Moscow which was a paradise compared with Astrakhan, Nijni-Novgorod, and other big towns. The narrator's family lived months on herrings and half-a-pound of bread, a ration which cost 2,000 roubles. The outbreak of cholera was not surprising when children searched the street offal and regarded decaying herring as a prize. The narrator's salary of 70,000 roubles a month was just sufficient to secure a fortnight's milk supply for one child. The daily prayer of millions was "When are the British coming?"

PACIFIC POWERS TREATY.

COLONEL HOUSE SAYS LET IT BE QUADRUPLE.

THE INVITATION TO CHINA.

LONDON, August 24.

A message by Colonel House from London published in Philadelphia as regards the Washington conference says that however much Britain and her Dominions may sympathise with the general attitude of opinion at States regarding Asiatic and Pacific problems, the consensus of opinion at the Imperial Conference favoured renewal of the Anglo-Japanese Treaty, the only alternative possible being something in the nature of a triple treaty among Britain, the United States and Japan. Colonel House thinks that the invitation extended to China was a move in the right direction and adds that if it should develop that a treaty among the Pacific powers is advisable, by all means let it be a quadruple treaty.

AGRICULTURAL WAGES.

BOARD'S REVISIONS EFFECTIVE FROM SEPTEMBER 5.

LONDON, August 24.

The Agricultural Wages Board has decided to make orders enforcing revisions of wages from September 5.

[A cable dated July 22 stated:—The Agricultural Wages Board, at which the farmers and workers were represented, decided to issue forthwith a statutory notice of a proposal to reduce the minimum rate of wages in the case of adult male workers six shillings weekly, others proportionately, provided that the minimum for adult males is nowhere under 42s. weekly. A month is allowed in which objections may be lodged. Six hundred thousand workers are affected.]

SIR SAM HUGHES DEAD.

GENERAL WHO RAISED CANADIAN CONTINGENTS FOR THE WAR.

LINDSAY, ONTARIO.

The death is announced of Sir Sam Hughes. [Lieut.-General the Hon. Sir Sam Hughes, K.C.B., M.P., was Minister of Militia and Defence, Canada, from 1911 to 1916. Sir Sam Hughes who saw service in the South African War, raised Canadian contingents for the European War in which he also served. He was noted for having made several personal offers of Colonial military assistance to the Empire in Imperial wars.]

JAVA OIL.

ABOLITION OF EXPORT TAXES SOUGHT.

THE HAGUE, August 24.

The directors of the Batavia Oil Co., in a letter to the Minister of Colonies, urgently request him to do his utmost to abolish export taxes on oil products and prevent the imposition of other taxes on oil from the Dutch East Indies. They request that any further taxes should be imposed on the profits of industry and that all industries should be placed on the same footing for that purpose.

HOPEFUL PORTENT.

STEEL AND IRON WORKS RESUME.

LONDON, August 24.

The Ebbw Vale steel and iron works which were closed for six months, throwing out of work 8,000 men, are starting again immediately. Everything points to a period of prosperity.

UPPER SILESIA.

BARON ISHII HIMSELF TO PRESENT REPORT.

PARIS, AUGUST 24.

Baron Ishii has decided himself to present a report on Upper Silesia to the Council of the League of Nations.

## SHIPPING.

KING OPENS NEW DOCK EXTENSION.

THAMES PROCESSION.

The opening by the King of the new extension of the Royal Albert Dock in mail week was made the occasion of a picturesque river pageant. The weather was appropriately fine, and when the Royal party left Westminster pier there was a great scene of enthusiasm, crowds lining Westminster Bridge and the corner of Bridge Street.

Driving from Buckingham Palace, the King, the Queen, Princess Mary, and the Duke of York, with their suite, arrived at Westminster at 2.10. They were received at the pier, which was tastefully decorated with flags and bunting, by the Home Secretary, Viscount Devonport, and Lord Ritchie. As their Majesties descended the steps to the pier, L.C.C. school children sang the National Anthem. Their Majesties embarked on the "Warrgrave," which steamed slowly into midstream amidst tumultuous cheering from the crowds lining the Embankment.

The centre arch of Charing Cross Bridge, under which the steamer passed, was gaily decorated with flags, and the motor launches which are moored opposite the Terrace of the House of Commons were trimmed in rainbow fashion. Their Majesties transhipped below London Bridge to the "Rover," and as they passed the Tower a salute was fired by the guns there.

Their Majesties had a veritable procession of triumph down the Thames on board the steam yacht "Rover" on their way to the opening ceremony. Shipping, warehouses, wharves, and various buildings along the river displayed flags and bunting, and crowds of people cheered as the King and Queen passed.

There was a scene of great enthusiasm as the Rover passed within the lock gates and was locked in. Children at the dock-side sang patriotic airs while the "Rover" was in the lock, and the pier heads were lined by seamen from H.M.S. "Pembroke," and boys from the Royal Hospital School at Greenwich, the "Warspite," the "Arethusa," and the "Exmouth."

THE "ROVER" ENTERS.

As the "Rover" passed through the lock gates and under the bascule bridge into a large new dock it broke through a silken band on entering. A great outburst of cheering signified this, the first entry of the vessel into the dock, and the cheering continued as the "Rover" steamed round the dock and moored to a pontoon near the specially erected dais at the north end of the dock.

On disembarking the Royal party were received by the Chairman of the Port of London Authority, Viscount Devonport, and his Majesty, who was in naval uniform, inspected the guard of honour of Royal Naval seamen. Members of the Port of London Authority were presented to the King by the Chairman, and immediately afterwards the Duke of Connaught, as Master of Trinity House, presented the Deputy-Master of Trinity House, Captain Sir Acton Blake, and the two Elder Brethren, Captain Thomas Golding, C.B.E., and Captain Owen Jones, C.B.E., who were on escort duty with the Trinity House yacht "Patricia."

His Majesty was requested by the Chairman of the Port of London Authority formally to name the new dock extension, and after prayer had been offered by the Archbishop of Canterbury his Majesty gave the name "King George V. Dock," and declared the dock for all open and closed and a fanfare of trumpets sounded by Royal Trumpeters.

The guns of the Royal Arsenal fired a salute, and the National Anthem was played by bands.

After tea their Majesties re-embarked on the "Rover" and steamed through the new passage into the Royal Albert and Victoria Dock to inspect the shipping. They returned by motor-car to Buckingham Palace.

KING'S REPLY.

In reply to an address presented by the Port of London Authority, his Majesty agreed with pleasure that the new dock be known as the King George V. Dock. He continued:

"The ceremony of to-day will, I hope, prove an important landmark in the history of the Port of London."

It signifies the completion of the first and most immediately pressing part of the great scheme of improvement which you set before yourselves upon the passing of the Act of 1908.

Not only will this dock receive its waters vessels of far greater size than have ever before entered the Port of London, but it has been equipped with the finest and most modern buildings and machinery, so that cargoes can be unloaded and dispatched with greater speed to all parts of the kingdom, and foreign countries. The new cargo jetty which you have made and opened at Tilbury within the last few weeks is another noble testimony to your enterprise."

COST £4,500,000.

The new dock, which forms the Southern extension of the Victoria and Albert system of docks, is the largest work yet undertaken by the Port of London Authority, and has cost £4,500,000.

In it vessels up to 30,000 tons register can berth and discharge their cargoes within six and a half miles of the heart of the City. Hitherto the largest vessel that could be accommodated in the Authority's chain of docks has been of 19,000 tons register, and that only at Tilbury, twenty-six miles below London Bridge.

The fact that the work (interrupted for a period of four years by the war) has been in hand since August, 1912, gives an idea of its vastness.

The new dock is 4,578 ft. (considerably over three-quarters of a mile) in length, and its width varies from 710 ft. to 500 ft.

The dock itself has a water area of sixty-four acres, a depth of 38 ft., and its 10,000 ft. (nearly two miles) of quay walls provide berths for fourteen of the largest steamers.

At the western end of the wet dock is a dry dock 750 ft. long (capable of extension when required) and 100 ft. wide at the bottom. This is equipped with electric travelling cranes and air-compressor plant for operating pneumatic tools. Adjacent sites have already been taken by well-known ship-repairing firms.

IS A CHIEF ENGINEER A WORKMAN?

LEGAL PROBLEM AT LIVERPOOL.

The House of Lords ruled that the captain of a tug is not a workman within the meaning of the Workmen's Compensation Act, and that his relative cannot recover compensation in the event of his death by accident. At the Liverpool County Court, his Honour Judge Thomas was presented with a problem as to whether the chief engineer of a ship comes within the purview of the Act and whether a claim for compensation can arise.

The applicants were the widow and three young children of William Williams, of Gwyspyr, North Wales, who was chief engineer of the steamship "Vanadis," of Liverpool (Messrs. S. Williams Coe and Co., Tower building). On the 10th of July last year, while the ship was in dock at Swansea, Williams disappeared while on duty, and five days later his body was found in the dock. He was in receipt of weekly wages of £5 5s. The owners raised the defence that Williams was not a workman to whom the Act applied, as he was in receipt of more than £250 a year, not earned by manual labour.

Mr. Newman, for the applicants, stated that although he was described as chief engineer, the vessel was a small tramp of 150 tons, carrying two engineers and one fireman. It was necessary in the course of things that Williams should have to perform a good deal of manual work on the ship, and he submitted that this part of his duties brought him within the scope of the Act. Counsel called evidence to show that the deceased had to execute all the running repairs while at sea, and was responsible wholly for the lubrication of the engines.

Mr. Gething, for the owners, argued that even if Williams did some manual work it was perfectly clear that the substantial portion of his work was of a supervisory nature, concerned with the oversight of the engines, and as his wages were more than £250 a year the claim could not stand. Judge Thomas reserved his decision.

## THE CLIPPER STEMS GOING.

REPORTED C.P.O.S. DECISION.

News comes from an American source that the Canadian Pacific Company has now decided that it can dispense with the services of the beautiful little clipper-stemmed "Empress of Japan," and that the American Admiral Line has secured a two-month option for her purchase to replace the "Governor," lost in collision some time back. The former portion of the story is very probable, considering the new ships which are going on to service, and which would make the little 6,000-ton "Japan" quite out of place, but with regard to the latter one may be forgiven for expressing doubt. The Washington Government is not likely to sanction the transfer of a British-built ship to the U.S. flag under the existing circumstances except as a very temporary measure. Under the Red Ensign she would be debarred from the best-paying part of her service by the Coastal Shipping Protection measure. As an alternative it is suggested that she might act as a feeder to the main services, which is quite likely, for they miss a certain amount of traffic along the China coast at the moment, though not very much. She and her two sisters were among the most beautiful liners ever turned out, so handsome that, although they left Barrow thirty years ago, they are still sometimes used as an advertisement by their builders. The "Empress of China" came to grief some years ago, while the "Empress of India" served as the Loyalty hospital ship during the war—being maintained by Indian Princes and is now a "country ship." Altogether they were three splendid vessels, and it will be a long time before their appearance or their performances (they held the Trans-Pacific record for many years), will be forgotten by seamen.

FRENCH PORT DUES.

PROPOSED TAX PER PASSENGER AND TONNAGE.

Paris, July 7.—The Government has introduced a bill aiming at the reform of port dues. According to this bill, the dues are to be divided into two separate taxes: the first assessed on the net displacement of the ship, the second in accordance with the importance of the business done at each port. The first tax to be levied at each port has been fixed at 30 centimes per net ton of displacement for long distance steamers and at 15 centimes for international coasting steamers. For passengers landing or embarking, the tax is fixed at 10 francs for ordinary passengers and at 1 franc for emigrants coming from or going to, long distance ports, and at 2 francs for ordinary passengers, and at 1 franc for emigrants coming from or going to, ports in the British Isles and the Channel Islands. No tax will be levied for passengers coming from or going to French or Algerian ports.

WATERTIGHT DOORS.

A NEW LOCKING ARRANGEMENT.

In some circumstances the arrangements for holding watertight doors in an open condition are not entirely satisfactory. With the working of the ship, and specially under occasional heavy vibration, doors may creep away from the position in which they are left and gradually close or partially close the doorway. There are various locking devices by which doors may be kept open. The latest seems to be one in which use is made of a friction brake definitely arranged to come into operation when the door is fully open.

The brake is on the shaft leading direct to the gearing for working the watertight door. It may be placed in any position on the shaft, whether at the door itself or at a position on a deck above the compartment in which the door is situated. The brake consists of two nuts working on right and left-handed threads on the shaft. The nuts have an internal conical

## DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER

"Daisy" Brand	1.45 per lb.
"Daisy Maid"	1.35 " "
"Pastry"	1.15 " "

CHEESE

Gouda (Full Cream)	1.25 per lb.
Australian Cheddar	1.00 " "
Picnic (own make)	.60 a Jar.
Conlommier (own make)	.40 per pat.

FISH

Fillets	80 per lb.
Haddocks	.70 " "
Kippers	.60 " "
Red Herrings	.30 " "

THE DAIRY FARM, ICE &amp; COLD STORAGE Co., Ltd.

## FOURTH WEEK OF WHITEAWAY'S SALE

MONDAY, 22nd to SATURDAY, 27th August.

FRESH BARGAINS OFFERED EVERY DAY

SEE OUR WINDOWS

FOR THIS WEEK A LOT OF

LADIES' DRESSES,

COSTUMES,

BLOUSES,

HATS,

AT

QUARTER PRICE.

MUST BE CLEARED

ABSOLUTELY ASTOUNDING BARGAINS.

TERMS CASH.

NO APPROVAL

WHITEAWAY, LAIDLAW &amp; CO., LTD. HONGKONG.

surface, and are arranged so that they approach each other when the door is being opened. The internal cones engage with a double-ended cone placed conically with the door shaft, the latter one being fixed in a position so that the nuts will jam on the cone at the instant the door is open. The double-ended cone is fixed to a bracket through which the shaft passes so that directly the nuts are in contact with the cone the friction between the nuts and the cone prevent the shaft being rotated.

The angle of the cone is arranged so that no jar or vibration will release the brake, but at the same time so that a turn of the shaft to close the door will immediately release the brake. On the two nuts is arranged to work a very simple indicator which can show in any convenient position whether the door is open or closed. This indicator has the great merit that it is so simple that it cannot get out of order. The whole fitting is mechanically sound and cannot get out of order.

Messrs. Swan, Hunter and Wigham Richardson, of Wallsend-on-Tyne, are the patentees of this device.

## EARLIER TELEGRAMS.

(To the Editor of the "China Mail.")

MR. MASSEY.

LONDON, August 24th.

The French Ambassador conferred the Grand Officership of the Legion of Honour on Mr. Massey.

## PANAMA-COSTA RICA DISPUTE.

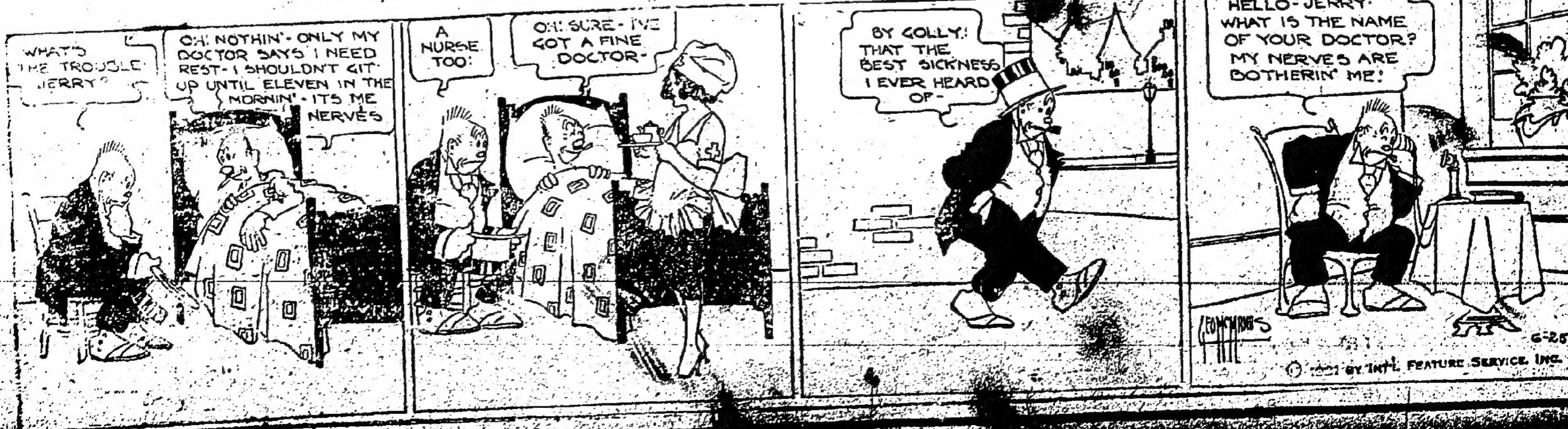
WASHINGTON, August 24th.

On August 23rd, the Foreign Minister of Panama informed the State Department that Panama will not resist Costa Rica's occupation of the disputed territory.

## SILESIAN PROBLEM.

The Danish representatives, at the forthcoming assembly of the League, will be Mr. Zahle, Minister in Stockholm, Dr. Mollen and M. Munch, members of the Folketing.

## BRINGING UP FATHER.





NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES CHINA COAST, ETC.

SWATOW.	
Aug. 28 - O.S.K.	Amakusa M.
29 - C.N.	Hailong.
30 - C.N.	Chongking.
31 - C.N.	Keelung.
Sept. 1 - C.N.	Hailong.
2 - D.L.	Hailong.

AMOI.	
Aug. 28 - O.S.K.	Amakusa M.
29 - C.N.	Hailong.
30 - C.N.	Chongking.
31 - C.N.	Keelung.
Sept. 1 - C.N.	Hailong.
2 - D.L.	Hailong.

FOOCHOW.	
Aug. 28 - D.L.	Hailong.
29 - D.L.	Hailong.
30 - D.L.	Hailong.
31 - D.L.	Hailong.
Sept. 1 - D.L.	Hailong.

SHANGHAI.	
Aug. 28 - C.N.	Sanning.
29 - J.C.L.	Typhoon.
30 - J.C.L.	Sanning.
31 - C.N.	Chongking.
Sept. 1 - C.N.	Sanning.
2 - C.N.	Chongking.
3 - C.N.	Sanning.
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30 - C.N.	Chongking.
31 - C.N.	Sanning.

TIENTSIN.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

WEIHAIWEI AND CHEFOO.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

TAKU AND DALNY.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

HANKOW.	
Aug. 28 - D.L.	Chongking.
29 - D.L.	Sanning.
30 - D.L.	Chongking.
31 - D.L.	Sanning.
Sept. 1 - D.L.	Chongking.

TSINGTAO.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

KEELUNG.	
Aug. 28 - O.S.K.	Amakusa M.
29 - C.N.	Hailong.
30 - C.N.	Chongking.
31 - C.N.	Keelung.
Sept. 1 - C.N.	Hailong.

HAIPHONG AND HOIHOW.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

SAIGON.	
Aug. 28 - O.S.K.	Amakusa M.
29 - C.N.	Hailong.
30 - C.N.	Chongking.
31 - C.N.	Keelung.
Sept. 1 - C.N.	Hailong.

SINGAPORE.	
Aug. 28 - D.L.	Chongking.
29 - D.L.	Sanning.
30 - D.L.	Chongking.
31 - D.L.	Sanning.
Sept. 1 - D.L.	Chongking.

BANGKOK.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

PHILIPPINE ISLANDS, ETC.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

MANILA.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

CALCUTTA.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

BOMBAY AND COLOMBO.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

AUSTRALIAN PORTS.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

SYDNEY AND MELBOURNE.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

JAPAN PORTS.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

HAMBURG.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

LIVERPOOL.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

BRISTOL.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
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31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

GLASGOW.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
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31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

LONDON.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

PARIS.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

BRUSSELS.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

ANTWERP.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.

AMSTERDAM.	
Aug. 28 - C.N.	Chongking.
29 - C.N.	Sanning.
30 - C.N.	Chongking.
31 - C.N.	Sanning.
Sept. 1 - C.N.	Chongking.



**Cuticura For All Skin Irritations**

Embrace with Cuticura Soap and hot water to the face and neck, and follow with a gentle application of Cuticura Ointment to the face and neck. They are ideal for the treatment of all skin irritations, such as eczema, dandruff, itching, etc.

AMERICAN PORTS.

VANCOUVER.

Sept. 14 - R.F.	Talithybus.
15 - C.P.O.S.	Empress of Asia.
16 - C.P.O.S.	Empress of Japan.
17 - D.L.	Rossie Dollar.
18 - R.F.	Talithybus.
19 - C.P.O.S.	Empress of Russia.
20 - C.P.O.S.	Montezuma.
21 - R.F.	Proclaudus.
22 - R.F.	Talithybus.
23 - D.L.	Harold Dollar.
24 - R.F.	Talithybus.

SEATTLE.

Aug. 27 - S.D.	West Lion.
28 - O.S.K.	Hawaii Maru.
29 - A.L.	Keystone State.
30 - Y.K.	Keelung Maru.
31 - W.L.	West Lion.
1 - A.L.	Keystone State.
2 - A.L.	Keelung Maru.
3 - N.Y.K.	Rashima Maru.

SAN FRANCISCO.

Aug. 27 - T.K.K.	Siberia Maru.
28 - S.D.	West Lion.
29 - J.C.L.	Sanning.
30 - P.M.	Empire State.
31 - T.K.K.	Tenjo Maru.
1 - C.M.	Nanking.
2 - T.K.K.	Korea Maru.
3 - T.K.K.	Shiraga Maru.
4 - A.L.	Pawley State.
5 - T.K.K.	Persia Maru.
6 - C.M.	Nile.
7 - C.M.	China.

PORTLAND.

Aug. 29 - A.L.	Aberdeen.
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VALPARAISO.

Sept. 16 - N.Y.K.	Kanagawa Maru.
17 - C.N.	Chongking.
18 - C.N.	Sanning.
19 - C.N.	Chongking.
20 - C.N.	Sanning.
21 - C.N.	Chongking.
22 - C.N.	Sanning.
23 - C.N.	Chongking.
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26 - C.N.	Sanning.
27 - C.N.	Chongking.
28 - C.N.	Sanning.
29 - C.N.	Chongking.
30 - C.N.	Sanning.
31 - C.N.	Chongking.

NEW ORLEANS.

Sept. 3 - O.S.K.	Hamburg Maru.
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NEW YORK.

Sept. 14 - O.S.K.	Amur Maru.
15 - P.L.	Tuscan Prince.
16 - A.L.	Scholar.
17 - D.L.	Bessie Dollar.
18 - D.L.	Harold Dollar.

EUROPEAN PORTS.

BRINDISI, VENICE & TRIESTE.

Oct. 15 - L.T.	Persia.
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MARSEILLES.

Sept. 13 - M.M.	Portos.
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LONDON.

Aug. 27 - P.O.	Menda.
28 - G.L.	Glendora.
29 - B.F.	Keelung.
30 - G.L.	Glendora.
31 - P.O.	Keelung.
1 - G.L.	Glendora.
2 - P.O.	Keelung.
3 - G.L.	Glendora.
4 - P.O.	Keelung.
5 - G.L.	Glendora.
6 - P.O.	Keelung.
7 - G.L.	Glendora.
8 - P.O.	Keelung.
9 - G.L.	Glendora.
10 - P.O.	Keelung.
11 - G.L.	Glendora.
12 - P.O.	Keelung.
13 - G.L.	Glendora.
14 - P.O.	Keelung.
15 - G.L.	Glendora.
16 - P.O.	Keelung.
17 - G.L.	Glendora.
18 - P.O.	Keelung.
19 - G.L.	Glendora.
20 - P.O.	Keelung.
21 - G.L.	Glendora.
22 - P.O.	Keelung.
23 - G.L.	Glendora.
24 - P.O.	Keelung.
25 - G.L.	Glendora.
26 - P.O.	Keelung.
27 - G.L.	Glendora.
28 - P.O.	Keelung.
29 - G.L.	Glendora.
30 - P.O.	Keelung.
31 - G.L.	Glendora.

INDIAN PORTS, ETC.

CALCUTTA.

Aug. 27 - C.N.	Chongking.
28 - C.N.	Sanning.
29 - C.N.	Chongking.
30 - C.N.	Sanning.
31 - C.N.	Chongking.

BOMBAY AND COLOMBO.

Sept. 1 - N.Y.K.	Tamra Maru.
2 - P.O.	Dilwara.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

Aug. 27 - C.A.	Victoria.
28 - A.O.	Taiyuan.
29 - N.Y.K.	Tamra Maru.
30 - P.O.	Changsha.
31 - P.O.	Eastern.
1 - N.Y.K.	Nikko Maru.

JAPAN PORTS.

Aug. 29 - P.O.	Nagapori.
30 - P.O.	Somali.
31 - O.S.K.	Chosen Maru.
1 - B.F.	Keelung.
2 - B.F.	Keelung.
3 - N.Y.K.	Keelung.
4 - N.Y.K.	Keelung.
5 - N.Y.K.	Keelung.
6 - N.Y.K.	Keelung.
7 - N.Y.K.	Keelung.
8 - N.Y.K.	Keelung.
9 - N.Y.K.	Keelung.
10 - N.Y.K.	Keelung.
11 - N.Y.K.	Keelung.
12 - N.Y.K.	Keelung.
13 - N.Y.K.	Keelung.
14 - N.Y.K.	Keelung.
15 - N.Y.K.	Keelung.
16 - N.Y.K.	Keelung.
17 - N.Y.K.	Keelung.
18 - N.Y.K.	Keelung.
19 - N.Y.K.	Keelung.
20 - N.Y.K.	Keelung.
21 - N.Y.K.	Keelung.
22 - N.Y.K.	Keelung.
23 - N.Y.K.	Keelung.
24 - N.Y.K.	Keelung.
25 - N.Y.K.	Keelung.
26 - N.Y.K.	Keelung.
27 - N.Y.K.	Keelung.
28 - N.Y.K.	Keelung.
29 - N.Y.K.	Keelung.
30 - N.Y.K.	Keelung.
31 - N.Y.K.	Keelung.

HAMBURG.

Sept. 25 - H.E.A.L.	Tizondari.
26 - H.E.A.L.	Alderman.
27 - H.E.A.L.	Borne.
28 - H.E.A.L.	Tosari.
29 - H.E.A.L.	Alderman.

CONSIGNEES' NOTICES.

Cargo from the s.s. "Inaba Maru" not cleared by tomorrow will be subject to rent. Damaged cargo will be examined on Tuesday and Friday. Agents, Nippon Yusen Kaisha.

Cargo from the s.s. "Siberia Maru" not cleared by August 29 will be subject to rent. Damaged cargo will be examined on August 31. Agents, Toyo Kisen Kaisha.

BANK.

ASIA BANKING CORPORATION.

An American Bank for Trade with the Far East. HEAD OFFICE: NEW YORK CITY.

The Capital Stock of this Institution (except that held by the employees) is owned by seven large well-known American Banks whose combined Capital and Surplus is U.S. Gold \$191,289,000.

TOTAL COMBINED RESOURCES GOLD \$2,583,000,000

This powerful banking combination with its almost unlimited resources, influence and business facilities lends its active support and co-operation in all the varied operations of the Asia Banking Corporation.

CAPITAL AND RESERVE FUNDS: \$50,000,000 Anglo and London Paris National \$120,000,000



## "SOLIGNUM"

THE ONLY REMEDY AGAINST DESTRUCTION OF  
WOODWORK BY WHITE ANTS AND DRY-ROT.  
"SOLIGNUM"  
DOES NOT EVAPORATE, CRACK OR PEEL, BUT  
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### TO MOANERS.

Some people are born moaning. Nothing pleases them—they are never satisfied. They have two moans on toast for breakfast, stewed moans and liver for dinner, with various mixtures of number one moans for dinner.

They grumble at the sun-shine, say the glare burns their eyes. If there isn't any sun they moan about the darkness. If this sort of people owned the Earth they would want the moon and a few stars thrown in cumshaw. I know one who really ought to be the World's Champion at the game. He works not so many miles from me. Nothing suits him. Lord! but if that man hasn't got some awful liver disease I'm a German. How the Christian Columbus gets fat on it beats me.

It's this sort of people who are after the cause of three parts of the social trouble in the Colony. When they've exhausted every legitimate moan they start in on some unfortunate who never has and never will, do them the slightest harm. They imagine they have a grievance, and they say all sorts of nasty, impudent things which run wild, increase in size, and finally bring about much undeserved blame, worry and enmity. There have been good examples of this recently in the local Press.

I don't for one minute say that if a man feels full up and wants to open his safety valve that he shouldn't, but he might be careful where he opens it. Because something has upset him is no reason why he should upset someone else.

There are many different ways of letting go. Some men try it on their wives, but the majority don't try it a second time in that direction. It has a habit of rebounding. Very often the Cook (there is no danger of the wife being the Cook in H.K.) or the rich, fat, full-blooded woman, full of vitality. These are the women who make happy wives, vigorous mothers. The corresponding attraction of a man is due to the same cause—the thin, listless, colorless woman, and the man who seems to have no energy to spare are victims of the prevalent error, Anemia. Watch yourself, and if your energy and attraction are diminished, you will find that you have other anemic symptoms. Your lips are pale. You have a poor appetite. You are out of breath if you run upstairs. A little active exertion makes your heart beat painfully.

All this can be set right and you can be as full of vitality and robustness, as those whom you envy. It is simply a question of a full, rich blood supply. Dr. Williams' pink pills are the best of good red blood, and give the vitality and attraction that go with it. Thousands of anemic men and women in all parts of the world have been restored to complete health and the joy of living by the blood-making properties of Dr. Williams' pink pills. Here is the experience of a Borneo lady, by name Ma Khin, age 39, wife of Maung Gye, a broker residing at 31, China Street, Mandalay.

"About three and a half years ago my health began to get very unsatisfactory," said she. "I was afflicted with feelings of excessive tiredness and weakness. I became anemic, pale and thin. My eyes pained me and had dark circles round them. My appetite was poor and indigestion troubled me a great deal. I suffered agonies with headaches and pains in my back and sides, and became greatly depressed and unable to do any work. I tried many remedies but to no avail. I finally took Dr. Williams' pink pills, and in a few days I felt a great improvement. My appetite improved, the indigestion pains ceased. I slept better. By degrees the awful headaches and back pains left me. My skin became clear, my eyes bright, and my spirits rose as I regained lost weight and strength, and colour returned to my cheeks and lips. Since then I have felt a new woman."

### PASSENGERS.

#### ARRIVALS.

Per s.s. "Tatung" yesterday:—Mr. G. M. Richards, Mr. P. Traber, Mr. E. J. Rowe, Mr. C. O. Kaye, Mrs. Pomponny, Mr. Key, Mr. A. J. E. Stearn, Mr. J. A. V. Aubrey, Mrs. Urquhart and Mr. W. F. Cowen.

The N. Y. K. s.s. "Takaka Maru" New York Line left Nagasaki for this port on Aug. 23 and is expected here on Aug. 24.

The N. Y. K. s.s. "Atsuta Maru" (European Line) left London for this port via Suva on Aug. 20 and is expected here on Sept. 24.

The American and Hawaiian Line s.s. "Sandwich" from New York arrived at Marseilles on Aug. 24 and is expected to arrive here on Sept. 1.

### NEW AERIAL ROUTE.

BAGDAD TO JERUSALEM.  
FLYING ACROSS A DESERT.

The Air Ministry announced the other day that plans had been proposed for a new route from Jerusalem to Bagdad across the desert. From Cairo there now comes some account of what has been accomplished. These two great capitals of the past, and let us hope of the future, are divided by a belt, six hundred miles wide, of almost impassable desert. The caravans of the ancients found one or two perilous ways across it, and these are marked on reliable maps by thin lines that alone disturb the blank surface of a terrible No-Man's-Land. The best of these, the time-honoured way from Jerusalem to Bagdad throughout the centuries, went north to Damascus before it struck across, and took 1,200 miles in its course. But the aeroplane can find a way where the camel cannot. Three planes, scouting over head for a convoy of armoured cars, fitted with wireless, below, have struck as nearly as possible straight across this appalling waste, and their bird's-eye view has seen a way through trackless, waterless desolation and through mazes of sand mountains which have defied and killed the adventurer by land. As a result the distance between Jerusalem and Bagdad has been halved, and a virtual line which runs through Amman and Ramadiah may now take the place of the longer way painfully found by the travellers and merchants of old.

### A WOMAN'S ATTRACTION.

Lost if She is Anemic.

The woman who most readily wins the admiration of men is the plump, full-blooded woman, full of vitality. These are the women who make happy wives, vigorous mothers. The corresponding attraction of a man is due to the same cause—the thin, listless, colorless woman, and the man who seems to have no energy to spare are victims of the prevalent error, Anemia. Watch yourself, and if your energy and attraction are diminished, you will find that you have other anemic symptoms. Your lips are pale. You have a poor appetite. You are out of breath if you run upstairs. A little active exertion makes your heart beat painfully.

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Dr. Williams' pink pills are a true tonic for men and women too. Start a course to day. They can be bought of dealers, or direct from Dr. Williams' Medicine Co., 36, Essex Street, London, W.1. or at 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 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841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 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1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345,